

**INTELLOPEX-18**

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**CENTRAL INTELLIGENCE GROUP**  
**INTELLIGENCE REPORT**

**SUBJECT** Port of Sulina

## ORIGIN

**Abstract**

LINE

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STATE	WAR	NAVY	JUSTICE

1. Position: Situated on the Danube at the mouth of the Sulina channel in the Black Sea, having the following characteristics:  

Latitude: 45° 09' 37" N  
Longitude: 29° 40' 37" E
2. Platform: Very narrow, formed on both banks of the river, with a quay, the length of which is 2½ miles at the right bank, where 18 berths can be formed, and 3 miles at the left bank, where 31 berths can be formed. The town at the front quay has electricity.
3. Channel: Sulina channel is artificially maintained by the Directiunea Dunarii Maritima, forming a channel to a length of 34 miles in the lower Danube. The breadth of the channel is small varying from 400 to 500 feet. The channel extends to the sea to a length of about 3 miles through two piers, one at the North side and the other at the South side.
4. The inward and outward passage of vessels takes place during daytime only, and is marked by buoys anchored in the open sea. There is also a buoy with a green light anchored outside the bar at a depth of 40 feet.
5. The depth of the channel is maintained by dredging, which is carried out by the Directiunea Dunarii Maritima, and this depth fluctuates during the flood season. Officially the bar depth and river depth is usually 24 feet, allowing vessels to cross the bar drawing 23 feet.
6. Lighthouses: A steady white light which can be seen from 18 miles distance is fixed on the right bank of the channel at the beginning of the extension of the town toward the sea.
7. There are two lighthouses, one at the North pier end with a red eclipse, and the other at the South pier end with a white eclipse.
8. Pilotage: Compulsory; vessels bound for Sulina have to apply for a sea pilot, who boards the vessel at about 22 miles east of Serpents' Island lighthouse, and on approaching Sulina, the bar pilot meets her outside the bar. Vessels proceeding up river take a river pilot.
9. Port of Call: At present for Sovremtransport carrying all mail and passengers.

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10. Port Facilities: A fixed wharf, built on piles, allowing the river mail boat to land and embark passengers and cargo.
11. Two fixed wharfs, built on piles, allowing the seagoing vessels to come alongside the quay. (Both destroyed by the German Army on their retreat from Sulina, in August 1944).
12. Two sea pilot boats for conveying the bar pilots. Two river pilot boats for conveying the river pilots.
13. A quarantine station for disinfecting crew's personal effects, situated on the left bank.
14. A small hospital on the right bank of the river, belonging to the Directiunea Dunarii Maritima, which can be used free of charge by ships' crews. Two 15-ton floating steam cranes. One wharf steam crans for heavy lifts.
15. Risks of Theft: No special warehouses or other stores are available, and goods are usually discharged on the quay and covered with tarpaulin.
16. The loading of grain is done with the aid of floating elevators, which tranship from the lighters into the steamers' holds.
17. Authorities: Captain of the Port, Custom House, and Sanitary Office, Cashier's Office of the Directiunea Dunarii Maritima, where the vessels deposit their fares.
18. Jurisdiction: In the river from Sulina; as far as the 20th milepost. At sea; as far as St. George's lighthouse, and at north: comprising the area of Musora and Sfistofea. Serpent's Island also comes within the jurisdiction of Sulina port.
19. Loading Points: The port of Sulina is isolated during winter when the river is frozen. It is then necessary for shippers to send lighters to Sulina loaded with winter stocks, to be shipped on board sea-going vessels during the winter, there being no rail or road communication in the Danube Delta.
20. Port Taxes and Dues: The following dues are levied by the Directiunea Dunarii Maritima, on ships' not registered tonnage:

Tax A: If loading or unloading up river 5,50 gold francs per ton.

Tax B: If loading or unloading in the port of Sulina 5,20 gold francs per ton.

Tax C: If loading or unloading in Sulina Roads 1,00 gold francs per ton.

Steamers paying tax A are not subject to tax B or C, and the vessels paying tax B are not subject to tax C.

All river vessels pay for each registered ton, the following tax:

Tax D: If loading or unloading in Sulina Roads 1,70 gold francs per ton.

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Tax B: If loading or unloading in the port of Sulina 0.60 gold francs per ton.

River vessels paying tax D are not subject to tax E.

21. A river vessel bringing cargo from Sulina or up-river ports to be loaded on to sea-going vessels lying in Sulina Roads or vice-versa, is not subject to any tax, the sea-going vessel paying tax A.
22. A river vessel bringing cargo from the part of Sulina to a sea-going vessel lying in Sulina Roads or vice-versa, is not subject to any tax if the sea-going vessel pays tax B.
23. A river vessel pays tax E if it brings cargo from an up-river port to a sea-going vessel lying in Sulina Roads or vice-versa, if the sea-going vessel pays tax B.
24. All sea-going vessels drawing up to 23 feet, which are forced to lighten part of their cargo to enable them to enter or leave the Danube, in case of a drop in the depth of the Sulina bar, are entitled to a reduction of 1.00 gold francs per registered ton for half a foot lightened, but this reduction cannot exceed 50% of the ships' total dues.
25. Sea-going vessels keeping a regular schedule and carrying passengers are entitled to a reduction of 60% of the dues provided in Article 1.
26. All sea-going vessels with the exception of passenger and mail boats mentioned in Article 5 pay full dues on their first trip to the Danube yearly.
27. For every subsequent voyage during the same year, they pay only 80% of the dues.
28. If a steamer enters and leaves the Danube in ballast on her first voyage, this does not give her the right to a reduction on her first trip.
29. All steamers entering and leaving Sulina in ballast, as well as vessels which proceed up river in ballast and come down the river in ballast pay only 30% of the dues provided in Article 1. In any case, vessels proceeding up river and down river in ballast and which afterward load in the port of Sulina or in Sulina Roads, are subject to the full dues as imposed on steamers loading and unloading up-river.
30. The following vessels are not subject to navigation dues:
  - (a) Naval vessels
  - (b) Pleasure yachts
  - (c) Tugboats, when not used for lighterage
  - (d) Dredgers, cranes and elevators
  - (e) Steamers of a tonnage not exceeding 200 tons
  - (f) Steamers maintaining a regular passenger service and carrying mail between Sulina and up-river ports
  - (g) River vessels which are exempted by Article 5.
  - (h) Vessels arriving for sea and entering port of Sulina for shelter, repairs and which proceed again to sea without effecting any commercial

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operations. If a steamer enter for shelter and after undergoing repairs up river, she loads or discharges at Sulina, she pays tax B.

31. To enable steamers to obtain an exemption of taxes, the Master should lodge a declaration with the Cashier's Office at Sulina, to the effect that his vessel enters the river only to undergo repairs, stating the nature of the required repairs.
32. On his outward passage, he should present to the same Cashier's Office the certificate of repairs he has obtained from the shipyard where the vessel was repaired.
33. Vessels for which the Master has already deposited such declaration and which have carried out one or more commercial operations, must pay on their outward passage the taxes provided in the tariff plus 50%.
34. Vessels of 100 to 200 tons net registered tonnage, are compelled to use a pilot, paying a fixed sum of 22,50 gold francs daily in the case of a steamer and 15 gold francs daily in the case of a sailing vessel, during the time the pilot stays on board. A day is reckoned as 24 hours; less than 12 hours represents half a day; over 12 hours a full day. The same pilot charges are payable by vessels not paying dues, and which take a pilot voluntarily, or by virtue of the Regulations.
35. Sanitary Dues: Steamers entering the Danube pay on their outward passage a tax of Lei 400 per registered ton.
36. All arrivals from a contaminated port pay Lei 1,600 for each member of the ships' crew, for the use of the steam room, and bath.
37. Disinfecting and fumigating expenses are calculated according to the material used and the number of hands employed.
38. Passenger vessels are entitled to a reduction of 25% on the dues above stated.
39. Sanitary dues are only payable at the first port of call.
40. Condition of the Port: Several wrecks of river craft lie alongside the banks, having been sunk during the war, but these wrecks do not hinder navigation, as they are marked by special spar buoys, the navigation being clear on the whole length of the channel.
41. Reconstruction: A small volume of reconstruction has been carried out by the Directiunea Dunarii Maritima, consisting of a new blacksmith's shop and partial repairs to a small group of premises in the area of the said Company's properties. No reconstruction has been carried out at the wharfs or on the quay. The main buildings of the Directiunea Dunarii Maritima were completely destroyed during the war.
42. Extension of the Piers. The Directiunea Dunarii Maritima has carried out an extension of 150 meters at the South pier.
43. Traffic of Vessels: 90 vessels of a total of 87,946 registered tons, of all nationalities, entered the Danube during 1946.

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44. 119 vessels of a total registered tonnage of 93,778, of all nationalities, left the Danube during 1946.
45. 22 rafts, specially lashed with wire lashings, with about 3,500 tons of timber in spars, were towed from the Danube to the Russian Black Sea ports.

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Schedule of vessels entering and leaving the Ports during 1946.

Nationality	INWARD						OUTWARD						50X1-HUM
	In ballast	Regst'd. Tonnage	Vessels loaded	Regst'd Tonnage	NO. of Vessels	Regst'd Tonnage	In ballast	Regst'd Tonnage	Vessels loaded	Regst'd Tonnage	NO. of vessels	Regst'd Tonnage	
Russian	73	64,135	12	20,874	85	85,009	22	7,718	86	81,848	108	89,066	
Rumanian	2	1,464			2	1,464	5	2,534			5	2,534	
Hungarian			1	708	1	708			1	708	1	708	708
Bulgarian	2	764			2	764	1	203			1	203	50X1-HUM
	77	66,363	13	21,582	90	87,945	32	11,722	87	82,056	119	93,778	

Traffic 1st January to 30th April 1947

Russian	2	638	5	8,810	7	9,448	1	262	3	5,656	4	5,918
Rumanian							1	168			1	168
	2	638	5	8,810	7	9,448	2	430	3	5,656	5	6,086

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SCHEDULE A